

adapter construction is of great strength per unit of weight and the entire assembly is extremely light.

It will be understood that certain features and sub-combinations are of utility and may be employed without reference to other features and sub-combinations. This is contemplated by and is within the scope of my claims. It is further obvious that various changes may be made in details within the scope of my claims without departing from the spirit of my invention. It is, therefore, to be understood that my invention is not to be limited to the specific details shown and described.

Having thus described my invention, what I claim is:

1. In combination with an airplane propeller having a hub and blades, adapters secured to said hub and extending between said blades, a first mounting ring, spring and cam fastening means for flexibly securing said first ring to said adapters, an ice inhibiting fluid distributing manifold carried by said first ring, a duct adapted to lead ice inhibiting fluid into said manifold, ducts carried by said adapters and communicating with said manifold for distributing ice inhibiting fluid from said manifold to points adjacent respective bases of the propeller blades under the action of centrifugal force, a second mounting ring, spring and cam fastening means for flexibly securing said second mounting ring to said adapters, and a hub cap secured to said second mounting ring.

2. In combination with an airplane propeller having a hub and blades, adapters secured to said hub and extending between said blades, a first mounting ring, means for flexibly securing said mounting ring to said adapters, an ice in-

hibiting fluid manifold carried by said first mounting ring, means providing communication between said ice inhibiting fluid manifold and points adjacent respective bases of the propeller blades, a second mounting ring, means for flexibly securing said second mounting ring to said adapters and a propeller carried by said second mounting means.

3. In combination with an airplane propeller having a hub and blades, adapters secured to said hub and extending between said blades, an annular ice inhibiting fluid manifold, means for flexibly securing said ice inhibiting fluid manifold to said adapters and means providing communication between said ice inhibiting manifold and respective points adjacent the bases of said propeller blades.

4. An assembly as in claim 3 wherein said means for flexibly securing said ice inhibiting fluid manifold to said adapters comprises a plurality of springs, means for securing said springs to said adapters and a plurality of cam means for coacting with said springs.

5. In combination with an airplane propeller having a hub and blades, adapters, means for rigidly securing said adapters to said hub and between said blades, an ice inhibiting fluid slinger ring and means for flexibly securing said slinger ring to said adapters.

6. An assembly as in claim 5 wherein said adapters comprise channel members having side flanges, corrugated metal sheets secured to said flanges, said flanges and said sheets being provided with openings adapted to receive bolts for securing said channel members to said propeller hub.

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